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CENTRAL INTELLIGENCE AGENCY

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PHILIPINE INFORMATION

Port Information of Tandoc

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SOURCE

7 The Office of Naval Intelligence furnished the following information to CMA for IAC dissemination in accordance with paragraph 3c of NSAS 57. This information was obtained by DIO-3.D and was forwarded as OMI 59-547

1. General: Tanco (Lat 11° 03.1' N; Long 123° 16' E) lies at the head of Butuan Bay about two and three-quarters miles southeast of Separation Point. Separation Point is low and wooded at the extremity, but it rises to 3.2 feet about two miles inland. The point is surrounded by a wide sand which is partly dry at low water. The western arm of Butuan Bay extends two miles southeastward. The shores of this arm are fringed with coral reefs, leaving a deep pocket of over a mile in length by one-half mile wide between them.
2. Operations: Tanco is the site of a large sawmill owned by Woodworks, Inc. Export lumber is loaded aboard ship at the average rate of approximately 90,000 board feet per day of 24 hours per hatch. Local labor is used for stevedoring.
3. Entrance: The approach is not easy and should not be attempted at night, for the reefs on either arm of the bay are not marked. The pier is visible on entering the bay, and care should be exercised when steering for the pier in order to avoid a rock having a least known depth of 10 feet. This rock is situated 11,0 yards 134° from the offshore end of the pier.
4. Pilotage: Pilotage is not compulsory but is recommended for large vessels, especially when entering the port the first time. A pilot is available at Mercedes or by special agreement.
5. Mooring: There are no mooring boats to run lines ashore, and vessels must come within the inner reach to get them ashore. During the northeast monsoon, a port landing is safer. The anchor should be dropped when a reasonable distance from the dock. Once the line is on the dock, the ship should be swung around and backed in. If a starboard landing is mandatory, extreme caution must be shown as the northeast wind, sea, and swell will carry the stern away from the

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dock. If the ship's draft necessitates her after part being exposed to the northeast swell, the vessel will surge and roll badly. Fortunately, the mooring clusters have considerable give, otherwise it would be very hazardous to remain at the dock. Masters should make frequent barometer readings, and when sea and swell build up they should be in a position to cast off before it is too late.

6. Current: - The current ebbs to the west and floods to the east.
7. Pier: - A wooden pier is maintained by Woodworks, Inc. It lies in a direction of approximately 045°-225° and is 420 feet long by 25 feet wide. It has a mean depth alongside of 27 feet, and is in excellent condition. There are 10 fendermooring clusters on the eastern side of the pier, where ocean-going vessels berth.
8. Railroad: A railroad runs from the sawmill to the end of the pier.
9. Crane: A travelling crane of 15-ton capacity is available if required.
10. Supplies: Neither fresh water nor stores are available, but the company maintains a canteen where personal stores may be obtained. Damage is available.
11. Repairs: Minor repairs can be made at a well-equipped machine shop at the mill.
12. Communications: Public postal or telegraphic facilities are not available, the nearest facilities being at Naga. However, a private post and telegraphic office is maintained by the company.
13. Medical: The mill maintains a company hospital which can furnish medical treatment and perform minor surgery.
14. New Construction: Plans are to construct a new dock in a more northerly direction, enabling vessels to stem the wind, sea, and swell.

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